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ESTABLISHED 1857

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 FOR 1912.

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[a351]

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Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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P. O. Box, 34. Telephone No. 12.HONGKONG OFFICE: 10A, DES VŒUX ROAD, EC
LONDON OFFICE: 131, FLEET STREET, EC**The Daily Press.**

HONGKONG, NOVEMBER 16TH, 1911.

A week or two ago, when commenting on the programme of new works set out in the Budget statement, we suggested the desirability of some investigation being again made as to the need for dredging the western part of the harbour, where most of the largest vessels entering the port are compelled to moor. The Hon. Mr. HEWERTH, as the representative of the Chamber of Commerce on the Council, mentioned in his speech on the Budget at the last meeting of the Legislative Council, that he had discussed this matter with Admiral Sir CYPRIAN BRIDGE when he was commander-in-chief here some few years ago, and Mr. HEWERTH said he could see not the slightest necessity for incurring expense in this direction at present. The Hon. Director of Public Works agreed that there was no pressing necessity for dredging the harbour, but "as time goes on and the draught of steamers increases", he presumed it would become a necessity. We could fall in with this view, if the harbour of Hongkong were controlled as are all other harbours in the East. Here, however, we have a system of private buoys, and the best positions are usually occupied by comparatively small steamers. The largest steamers which enter the port, carrying heavy cargoes and large numbers of passengers, are compelled to moor very far out, on the western limit of the harbour; and when we wrote on the subject it was with a knowledge that the Toyo

Kisen Kaisha had been obliged to remove its buoy from its original place to another, which is nearly as unsatisfactory, because if the Company's steamers come into port drawing, as they do at times, 29ft. of water, they are unable to approach it. The latest chart of the harbour was made in 1902, and is now unreliable, so far, at least, as concerns that section of the harbour to which we have particularly referred. It is not with any desire to ventilate the grievances of any particular Company that we have dealt with this matter. As everyone knows, the Canadian Pacific Railway Co. have two very large steamers building for the Pacific run, and the Nippon Yusen Kaisha also are building two or three of dimensions approaching the largest steamers now coming into the port. The point for consideration is that if, as we have heard alleged, these steamers will not have sufficient room to swing at the present moorings owned by these Companies when two of these great ships are in port together, the owners will either need to purchase, if possible, other buoys in the vicinity, or moor further out towards Stonecutters' Island, where, as we have said, recent soundings have shown the charts to be unreliable. We may add that the view that such large ships cannot make use of the fixed buoys, has been endorsed by the Chamber of Commerce. In a letter sent by the Chamber to the Government in September, 1907, occurs this sentence: "It must be remembered that there are a certain number of vessels, chiefly engaged in the Pacific trade, which owing to their great length and weight, cannot make use of any of the fixed buoys and have consequently to moor in the Western and North-Western section of the harbour." To this we would add the reminder that an increasing number of these great ships of deep draught may be expected to visit the port as traffic through the Panama Canal develops, and we would draw attention to the extract from a recent speech by President TARR which we reproduced yesterday, saying that ships will be passing through the Canal in 1913. If the great ships at present coming into the port are inconvenienced by the silting which has taken place at the western end of the harbour, it seems to us that, in view of the fact that other large steamers, drawing 28 feet of water, are already building for the Eastern trade, it is incumbent on the Government, in the interests of the trade of the port, to give this matter early attention.

Another question which has formed the subject of comment in our columns was mentioned in four speeches in the course of the Budget debate. We refer to the very unsatisfactory accommodation provided for lunatics, both foreign and Chinese. H.E. THE GOVERNOR, mentioned that in the Estimates the Lunatic Asylum is retained on its present basis, but the question of providing some better accommodation for its increasing numbers was engaging his attention. The Hon. Mr. HEWERTH, speaking on behalf of the Unofficial Members of the Council, welcomed the statement that His EXCELLENCE had the question under consideration. He mentioned that the unofficial members had visited the asylum before venturing to pass any criticism on the accommodation. They formed the opinion that as far as concerned the Chinese, who are kept there only for a short time, the accommodation was "the best possible". These lunatics when the place gets full, are sent to Canton, and the unofficial members suggested that batches should be sent to Canton at more frequent intervals, so as to reduce their stay in Hongkong. With regard to the European section, Mr. HEWERTH said: "In our opinion it is entirely inadequate for the purpose. It is so constructed that there is practically no means for any of the unfortunate women inhabitants to have any exercise at all except in a sitting room. The men have a small yard which is shut in by high walls and they see practically nothing. The women have a view of the harbour from the verandah, but none of the inmates have any work to do and there is no means of getting work. We consider that this is a matter that should be changed, as if Europeans put into that building it is indeed a case of 'all hope abandoned who enter here'." Mr. HEWERTH suggested two solutions: "One is that the site, which is a valuable one, be disposed of and a building erected higher up the hill, or on the mainland, with more ample grounds where the inmates, if they pleased to do so, might engage in agricultural pursuits. The alternative would be to treat the Europeans as the Chinese are, that is to say, return them to their native land at the expense of the Hongkong Government, and have arrangements made with asylums in Europe, America and elsewhere, where they could be treated in larger establishments

with others of their own nationality." From His Excellency's reply on the debate we learn that the opinion of the Medical Officer in charge of the Government Civil Hospital is that he does not think that the surroundings will very much affect the class of patient who goes there, because they are all imbeciles. That is to confirm the Hon. Mr. HEWERTH's remark, that when an imbecile once passes the portals of that asylum he is destined to be always an imbecile: it is not an institution for the cure of mental cases, but for their permanent confinement if they cannot be repatriated. There may be other asylums of the same description in the civilised world, but we are unacquainted with them. The missionary institution to which the Chinese are sent from Hongkong is modelled on lines more in keeping with modern views regarding the treatment of mental cases, and the more frequent transfers to that institution will be satisfactory so long as it can receive them. It will certainly be convenient if the Government can continue to rely on this means of getting rid of its responsibilities in the matter to so large an extent, but we think it will generally be hoped that the Government will consider the question of rebuilding on a more suitable site, rather than spend money on the extension of the present asylum which Dr. BELL suggests for the accommodation of noisy maniacs "likely to upset European patients." We notice no reference to any consideration for the residents in the locality who are constantly complaining of the nuisance. They would especially welcome the removal of the asylum to a more isolated spot. It is, however, out of consideration for the patients themselves that the location of the asylum is condemned, and as there appears to be a demand for sites in that district the time seems very opportune for considering the question of the removal of the asylum.

The first through express train from Mukden to Seoul arrived in the Korean city on the 4th inst., and was greeted by a large crowd.

The Rev. Jas. H. Ballagh, D.D., a member of the Mission of the Reformed Dutch Church, now resident in Yokohama, celebrated on the 11th inst. the jubilee of his arrival in Japan.

The Bangkok Times understands that the German Emperor has signified his intention of conferring the Order of the Black Eagle on His Majesty the King of Siam at his Coronation.

We regret to learn that Dr. T. Funatsu, Consul-General for Japan, has been removed to the Japanese hospital at Wanchai suffering from typhoid fever. Mr. Aoki, the Japanese Commercial Attaché, is also laid aside with sickness.

The Chinese cruiser training ship *Chao Ho* was launched last month from the shipyard of Armstrong, Whitworth, & Co., Elswick. The vessel was named by the daughter of the Chinese Minister, who was also present with representatives of the Imperial Chinese Navy.

H.E. the late Viceroy of the Two Kwang Provinces, having sought an asylum in Hongkong, accepted the hospitality of the Hongkong and Shanghai Banking Corporation, who placed one of their Hongkong residences at his disposal. We understand that he is now residing on the *Tamar*.

The first prize in the sweepstake on the Champions at Shanghai last week amounted to \$32,093, and was won by a French resident of Tsingtao, M. Ch. Marges. He also won the second prize, which brought him \$9,170, and the first prize in the fifth race amounting to \$2,025. He won an additional \$400 for two qualified ponies. His total winnings for the day amounted to \$43,290.

Mr. R. C. Free, manager of the Gaiety Theatre, Yokohama, was arrested by the Kobe Police recently on a charge of having absconded with a sum of money belonging to the Public Hall Company, Ltd., of Yokohama. The arrest was made at the Kobe railway station on information given by the Yokohama Bluff Police, who received a report from the Company concerned that Mr. Free had disappeared, carrying with him certain money belonging to the Company.

S.S. "HONAM" DISABLED.

While the Hongkong, Canton and Macao Steamboat Co.'s steamer *Honam* was proceeding from Canton to Hongkong, and when off Deep Bay, the port main shaft broke at midnight on Tuesday. On receipt of a report at Hongkong the Company's steamer *S. I. - an* was dispatched early to render assistance and tow the *Honam* to port, where she arrived at 1.30 p.m. at Kowloon Dock. From Stonecutters' Island the tow was assisted by the *David Gillies*.

As a new spare shaft is held in readiness the refit will only occupy about ten days.

YESTERDAY'S MAIIS FOR CANTON AND MACAO.

We notice that the Post Office announced yesterday that "owing to no steamers being available no mails were forwarded to Canton or to Macao" yesterday morning.

On inquiry we learn that this statement is inaccurate. The *Kinshun* left for Canton at 8 a.m. The Macao boat *Sui Asa* by which the mails are usually sent had been dispatched to the assistance of the disabled steamer *Honam*, but the *Ung Lee* left as usual for Macao.

THE HONGKONG DAILY PRESS, THURSDAY, NOVEMBER 16TH, 1911.

TELEGRAMS. TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE REVOLUTION.

REIGN OF TERROR AT NANKING.

FEARS FOR FOREIGNERS.

SHANGHAI, November 15th.

Nanking, under the dominance of General Chang, is undergoing a veritable reign of terror.

Queless Chinese are now being beheaded at Hsiakwan.

Revolutionary forces from Chekiang, Shanghai and Soochow are concentrating for an attack.

Eighteen guns have been despatched to Nanking by steamer, and munitions and troops are being hurried forward by rail.

A reward of \$5,000 has been offered for General Chang's head.

Banditti are pillaging the Pukou district, and apprehensions are entertained for the safety of foreigners.

[THROUGH REUTER'S AGENCY.]

AN APPEAL TO THE POWERS BY WU TING FANG.

CONTENDED NATIONAL ASSEMBLY AT SHANGHAI.

A Shanghai telegram states that Dr. Wu Ting Fang, who is described as the "Revolutionary Foreign Secretary," has published an appeal to the Powers to use their influence to secure the abdication of the Dynasty.

He says that the fourteen provinces which have revolted will shortly form a National Assembly at Shanghai.

MANCHURIA DECLARES FOR AUTONOMY.

LONDON, November 15th.

Reuter's correspondent at St. Petersburg cables that Manchuria has declared itself autonomous. The administration is actually in the hands of deliberative committees at Mukden, Kirin and Tsitsihar.

ANOTHER FEEBLE EDICT.

Peking telegrams state that the Throne has issued an Edict commanding Yuan Shih Kai to accept the premiership and ordering the Viceroy and Governors of all Provinces to select three to five representatives to come to Peking to confer with regard to the situation. It also appoints delegates to visit the sixteen disturbed provinces and pacify the people.

GERMAN COMPANIES IN CHINA.

INTERESTING STATEMENT IN THE REICHSTAG.

LONDON, November 15th.

Reuter's correspondent at Berlin writes that a Bill is being re-introduced which was rejected by the Reichstag early in 1911 enabling the formation of German companies with shares of small denominations at Kiaochau and the Consular Court districts in China.

Herr von Kiderlen Waechter dwelt upon the disadvantages of compelling Germans in the East to organise their commercial undertakings in conformity with English law under British jurisdiction.

He pointed out that there was danger of a company which might develop in the German Settlement at Hankow being organised as English, as the company under German law would have no prospect of success. He also emphasised the necessity for securing the co-operation of Chinese capital, which was only obtainable by means of small shares. One consequence of a previous rejection was that the single German industrial company in China had been converted into an English concern, and are not supported, but he feared that 200 mark shares would be of little use while Englishmen had pound shares.

After an animated debate for and against the Bill it was referred to the Budget Committee.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THEIR MAJESTIES' TOUR.

LONDON, November 15th.

Their Majesties have arrived at Gibraltar. They arrived late yesterday evening owing to stormy weather, and salutes, illuminations and other arrangements were cancelled.

The Atlantic fleet met them.

BRITISH "TILL THE CRACK OF DOOM."

LONDON, November 15th.

Mr. Foster, one of the Canadian Ministers, in a speech in New York said: "I cannot say too emphatically that Canadians intend to remain British till the crack of doom." The word "Autonomy" had been worked to death under the Laurier régime, and he trusted that in the future they would hear less about the rights of autonomy and more about duty to the Empire.

BRITISH MINERS' WAGE GRIEVANCE.

LONDON, November 15th.

A conference of Miners' Delegates representing 600,000 men has been opened in London to decide whether there shall be a strike to secure a minimum wage or whether negotiations shall be continued with the owners.

It is understood that the meeting manifested a divergence of opinion, and that a strike is unlikely.

THAMES IRONWORKS IN DIFFICULTIES.

LONDON, November 15th.

The Chancery Court has appointed a Receiver for the Thames Ironworks and Shipbuilding Company. Counsel mentioned that 3,000 or 4,000 workmen must be paid on Saturday.

LATER.

The Receiver announces that business will proceed as usual.

BANK OF BURMA SUSPENDS PAYMENT.

LONDON, November 15th.

Reuter's correspondent at Rangoon telegraphs that the Bank of Burma has suspended payment.

THE FRENCH GOVERNMENT.

VOY DE CONFIDENCE.

LONDON, November 15th.

The French Chamber has

SHIPPING

ARRIVALS

ARAHMEN, Danish str., 3,007, J. B. Corkin, 15th Nov.—Vladivostok 8th Nov., Beans and General—Molchorn & Co.
DAIJI MATU, Japanese str., 846, H. Muraya, 15th Nov.—Tamsui 12th Nov., General—Osaka Shosha Kaihatsu
HAIYANG, British str., 1,362, J. W. Evans, 15th Nov.—Swatow 14th Nov., General—Dongles, Lapraik & Co.
HONGKONG, French str., 739, A. Cornelissen, 14th Nov.—Haiphong 11th and Pakhoi 12th November, General—A. R. Marti
KANAS, British str., 3,935, R. Linklater, 14th Nov.—New York 29th Sept., General—Shaw, Tones & Co.
LINAN, British str., 1,351, C. C. Williams, 15th Nov.—Shanghai 12th Nov., General—Bitterfeld & Swire
MAITA, British str., 3,699, G. M. Montford, 15th Nov.—Yokohama 31st Oct., General—P. O. S. N. Co.
SEIN, British str., 865, D. E. Harbinson, 14th Nov.—Moj 8th Nov., Coal—Asgard, Thorsen & Co.
TJINANOEK, Dutch str., 3,710, A. V. W. Jurgens, 15th Nov.—Macassar 5th Nov., Sugar and General—Jav-China-Japan Linj.
TAMON MARU, Japanese str., 1,001, Yamashita, 15th Nov.—Moj 9th Nov., Coal—Mitsui Bussan Kaihatsu

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE
15th November
Arabsen, Danish str., for Singapore
Card Diderichsen, German str., for Haiphong
Ferrol, British str., for Singapore
Himalaya, French str., for Singapore
Soham Maru, Japanese str., for Swatow

DEPARTURES

15th November
ANAO MARU, Japanese str., for Port Arthur
CHIUNSHING, British str., for Weihsien
COLENZ, German str., for Kobe
DOVER, Norwegian str., for Port Bayard
HAIMUN, British str., for Swatow
HEDEN, German str., for Swatow
HONG WAN I, British str., for Amoy
JOHANNE, German str., for Macassar
KAITONG, British str., for Manila
KWONGKANG, British str., for Shanghai
MALTA, British str., for Singapore
MICHAEL JENSEN, German str., for Haiphong
NELUS, British str., for Singapore
TUNG WAH, Chinese str., for Shanghai
UNIKI MIEI, Japanese str., for Moji
YORK, German str., for Europe, &c.

VESSELS EXPECTED

THE AMERICAN MAIL
The P. M. S.S. Co. str. *Morathra* is expected to sail from Manila on Wednesday, and will arrive at Hongkong, at 10 a.m. to-morrow.
The T.K.K. str. *Chigo Maru* sailed from Yokohama on the 13th instant for Hongkong, and is due to arrive at this port on or about the 21st inst.
The P. M. S.S. Co. str. *Mongolia* sailed from San Francisco on the 7th instant for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 6th prox.
The T.K.K. str. *Nippon Maru* arrived at San Francisco on the 2nd inst., and leaves there on the 15th inst., and is due at Hongkong on or about the 12th prox.
The T.K.K. str. *Tsigo Maru* arrived at San Francisco on the 9th inst., and will be despatched for Hongkong on the 22nd inst.

THE AUSTRALIAN MAIL

The E. & A. str. *Eastern* left Sydney on the 1st inst. for this port (via Queensland Ports, Timor and Manila).

The N.Y.K. str. *Nikko Maru* (Australian Line) left Thursday Island for this port via Manila on the 10th inst., and is expected here on the 20th inst.

The E. & A. str. *Aldenham* left Sydney on the 11th for this port (via Queensland Ports and Manila).

THE CANADIAN MAIL

The C.P.R. Co. str. *Empress of Japan* arrived at Shanghai at 3 a.m. on the 13th inst., and left again at 4 p.m. same day for Hongkong, where she is due to arrive at 8 a.m. to-day.

THE GERMAN MAIL

The L.G.M. str. *Roon*, carrying the German Mails with dates from Berlin of the 18th ult., left Singapore on the 11th inst. at midnight, and may be expected here to-day p.m.

MERCHANT STEAMERS

The H.-A. Line str. *Scandia* left Singapore on the 10th inst. p.m., and may be expected here to-morrow a.m.

The Austrian Lloyd's str. *E. R. Ferdinand* left Singapore for this port on the 12th inst., and will arrive here to-morrow a.m.

The N.Y.K. str. *Mitsubishi Maru* (Calcutta Line) left Moji for this port on the 12th inst., and is expected here to-morrow.

The C.S.K. str. *Scatle Maru* from Tacoma arrived at Yokohama on the 31st inst., and will leave again for this port via Manila on the 3rd inst., and is due here on or about the 20th inst.

The N.Y.K. str. *Hiroshima Maru* (Calcutta Line) left Calcutta for this port via Rangoon and Shanghai on the 9th inst., and is expected here on the 28th inst.

The Olof Wijk & Co. str. *Ceylon* left Port Said on the 6th inst., and is expected to arrive here on or about the 2nd prox.

The str. *Glory* passed the Suez Canal on the 7th inst., and is due here on or about the 7th prox.

The T.K.K. str. *Kiyo Maru* sailed from Valparaiso on the 15th inst. for Hongkong, and is expected to arrive at this port on or about the 2nd February.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

E. F. FERDINAND

Captain K. Cobol, will leave for the above places on SUNDAY, the 19th inst., at Daylight.
This Steamer has capital accommodation for passengers, Electric Light, carries a Doctor and Stewardess.

For Freight or Passage, apply to
SANDER, WIELER & Co., Agents,
Prince's Building.

Hongkong, 15th November, 1911. [3]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "l," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "n," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

| DESTINATION. | VESSEL'S NAMES. | FLAG & RIG | BERTH | CAPTAIN. | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|--|------------------|------------|-----------------------|--------------------------------|---------------------------|------------------|
| LONDON, E.C. VIA USUAL PORTS OF CALL | DELTA | Brit. str. | E. P. Martin, E.N.R. | P. & O. S. N. Co. | On 25th inst., at Noon. | To-day. |
| ROTTERDAM, RAMBURG & ANTWERP, &c. | ARCADIA | Gor. str. | K. w. | HAMBURG-AMERIKA LINER | On 6th Dec. | |
| ROTTERDAM, HAMBURG & ANTWERP, &c. | SITHONIA | Gor. str. | K. w. | HAMBURG-AMERIKA LINER | On 23rd inst. | |
| HAVRE & HAMBURG VIA STRAITS, &c. | FREIBERG | Gor. str. | K. w. | HAMBURG-AMERIKA LINER | On 7th Dec. | |
| HAVRE, BREMEN & HAMBURG, &c. | SLOVONIA | Gor. str. | K. w. | HAMBURG-AMERIKA LINER | On 22nd inst., at D'light | |
| MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c. | ATSUTA MARU | Jap. str. | Wm. Thompson | NIPPON YUSEN KAISHA | On 6th Dec., at D'light | |
| MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c. | HITACHI MARU | Jap. str. | T. Yamawaki | NIPPON YUSEN KAISHA | On 17th Dec. | |
| MARSEILLE, HAVRE & HAMBURG, &c. | ANDALUSIA | Gor. str. | Malshaw | HAMBURG-AMERIKA LINER | On 23rd inst., at 11 A.M. | |
| SEATTLE MARU | Jap. str. | Tominga | Pavissich | OSAKA SHOSHO KAISHA | On 5th Dec., at Noon. | |
| INA MARU | Aus. str. | China | Moosner | SANDEE, WIELER & Co. | On 27th inst., at 2 P.M. | |
| NEW YORK | VANDALIA | Brit. str. | L. James | HAMBURG-AMERIKA LINER | On 23rd inst. | |
| BOSTON & NEW YORK | ERROL | Brit. str. | W. Davison | DODWELL & CO., LTD. | About 16th inst. | |
| BOSTON & NEW YORK VIA PORTS & SUET CANAL | INDRAMAYO | Am. str. | W. W. Greene | SHEWAN, TONES & Co. | About 30th inst. | |
| BOSTON & NEW YORK | AFGHAN PRINCE | Am. str. | T. Sekine | ARNHOLD, KARBERG & Co. | On 9th Dec. | |
| VANCOUVER, B.C., SEATTLE & PORTLAND, &c. | STRATHLYON | Brit. str. | L. Klugkist | THE BANK LINE, LIMITED | On 21st inst. | |
| VANCOUVER (DIRECT) | EMPEROR OF JAPAN | Brit. str. | C. F. Cope | CANADIAN PACIFIC R.R. | On 2nd Dec., at 7 A.M. | |
| VANCOUVER VIA SHANGHAI, JAPAN, &c. | MONTEAGLE | Brit. str. | M. Yagi | CANADIAN PACIFIC R.R. | On 30th Dec., at Noon. | |
| SAN FRANCISCO VIA SHANGHAI & JAPAN, &c. | CHINA | Brit. str. | F. Forester | PACIFIC MAIL SS. CO. | To-morrow, at 1 P.M. | |
| SAN FRANCISCO VIA SHANGHAI & JAPAN, &c. | MACHUERIA | Jap. str. | Wm. Lloyd Jones | TOYO KAISHA | On 25th inst., at 1 P.M. | |
| SAN FRANCISCO VIA SHANGHAI & JAPAN, &c. | CHIYO MARU | Jap. str. | H. Rehm | RYGJA | On 1st Dec., at Noon. | |
| AUSTRALIAN PORTS VIA MANILA | WATATA MARU | Gor. str. | M. Courtney | SUVERIC | On 24th inst., at Noon. | |
| AUSTRALIAN PORTS | COBLENZ | Brit. str. | C. C. Williams | On 2nd Dec., at 10 A.M. | | |
| MEXICAN PERUVIAN & CHILEAN VIA JAPAN | ESTER | Jap. str. | K. Kinsel | TOYO KISEN KAISHA | On 9th Dec. | |
| KOBE & YOKOHAMA | KONTAKO MARU | Jap. str. | R. Cobol | NIPPON YUSEN KAISHA | On 13th Dec., at Noon. | |
| NAKASAKI, KOBE & YOKOHAMA | NIKKO MARU | Jap. str. | H. W. Petter, R.N.R. | On 23rd inst., at 11 A.M. | | |
| JAPAN | TIJIMANOEK | Dut. str. | J. H. A. Hards | BUTTERFIELD & SWIRE | On 23rd inst., at Noon. | |
| WEIHAIWEI, CHEFOO & TIENTSIN | KUPLICHOV | Brit. str. | G. W. Cockman, R.N.R. | BUTTERFIELD & SWIRE | On 24th inst., at 4 P.M. | |
| SHANGHAI | CHENAN | Brit. str. | J. B. Harris | BUTTERFIELD & SWIRE | On 25th inst., at M'night | |
| SHANGHAI | ROON | Brit. str. | T. Horii | OLOF WIJK & CO., LTD. | On 26th inst., at 2 P.M. | |
| SHANGHAI | CHOYANG | Brit. str. | H. Nomura | JAVI-CHINA-JAPAN LINER | On 18th inst., at Noon. | |
| SHANGHAI | LINAN | Gor. str. | F. Sembill | OSAKA SHOSHO KAISHA | On 19th inst., at 10 A.M. | |
| SHANGHAI, KOBE & YOKOHAMA | SCANDIA | Aus. str. | J. P. Scholte | OSAKA SHOSHO KAISHA | On 19th inst., at 10 A.M. | |
| SHANGHAI, YOKOHAMA & KOBE | BANCA | Brit. str. | E. Tabua | OSAKA SHOSHO KAISHA | On 18th inst., at 2 P.M. | |
| SHANGHAI, MOJI, KOBE & YOKOHAMA | KWEILIN | Brit. str. | E. J. Tadd | DOUGLAS LAFAIK & CO. | On 18th inst., at 5 P.M. | |
| SHANGHAI | ASSAYE | Brit. str. | A. W. Outerbridge | DOUGLAS LAFAIK & CO. | On 21st inst., at 11 A.M. | |
| SHANGHAI | ANHUI | Brit. str. | M. C. Smith | DOUGLAS LAFAIK & CO. | On 24th inst., at 2 P.M. | |
| SHANGHAI, MOJI & KOBE | BOMBAY MARU | Jap. str. | D. W. CHADDOCK | JARDINE, MATHERSON & CO., LTD. | On 20th inst., at 4 P.M. | |
| SHANGHAI YOKOHAMA, KOBE & MOJI | CEYLON | Dut. str. | J. W. Evans | THE BANK LINE LTD. | On 21st inst., at 4 P.M. | |
| SHANGHAI | TIJODAS | Jap. str. | A. H. Stewart | SHEWAN, TONES & CO. | On 25th inst., at 2 P.M. | |
| ANPING VIA SWATOW & AMOY | SOSHU MARU | Jap. str. | J. S. Ronch | DOUGLAS LAFAIK & CO. | On 25th inst., at 5 P.M. | |
| TAMSUI VIA SWATOW & AMOY | DAIGI MARU | Jap. str. | W. C. Passmore | DOUGLAS LAFAIK & CO. | On 26th inst., at 11 A.M. | |
| AMOY & FOOCHOW | TIJYANG | Jap. str. | Teak | DOUGLAS LAFAIK & CO. | On 24th inst., at 11 A.M. | |
| SWATOW | HAIMUN | Jap. str. | S. Crosby | DOUGLAS LAFAIK & CO. | On 20th inst., at 2 P.M. | |
| SWATOW, AMOY & FOOCHOW | HAITAN | Jap. str. | F. H. Rolfe | DOUGLAS LAFAIK & CO. | On 25th inst., at 2 P.M. | |
| MANILA | HAICHING | Jap. str. | A. W. Outerbridge | DOUGLAS LAFAIK & CO. | On 26th inst., at 4 P.M. | |
| MANILA, CEBU & ILOILO | LOONGSANG | Jap. str. | M. C. Smith | SHEWAN, TONES & CO. | On 27th inst., at 4 P.M. | |
| MANILA, CEBU & ILOILO | RUBI | Jap. str. | J. P. Scholte | THE BANK LINE LTD. | On 28th inst., at 4 P.M. | |
| MANILA, CEBU & ILOILO | TAMING | Jap. str. | E. Tabua | SHEWAN, TONES & CO. | On 29th inst., at 4 P.M. | |
| MANILA, ILOILO & CEBU | YUENSANG | Jap. str. | E. J. Tadd | DOUGLAS LAFAIK & CO. | On 29th inst., at 5 P.M. | |
| MANILA, ILOILO & CEBU | TEAN | Jap. str. | F. Sembill | DOUGLAS LAFAIK & CO. | On 29th inst., at 6 P.M. | |
| MANILA, CEBU & ILOILO | ZAPIRO | Jap. str. | W. Weigall | DOUGLAS LAFAIK & CO. | On 29th inst., at 7 P.M. | |
| MANILA | RYOJA | Jap. str. | F. Jamison | DOUGLAS LAFAIK & CO. | On 29th inst., at 8 P.M. | |
| BATAVIA, CHERIPOON, SAMARANG, &c. | TIJMAH | Jap. str. | E. de Catalano | MESSAGERIES MARITIMES | On 22nd inst., at 9 A | |

**PET. WILH. KROMMES
ELBERFELD.**
SILK RIBBONS,
IMITATION SILK RIBBONS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 10th November, 1911.

C. G. BODEN & SOHNE,
GROSSROHRSDORF, i/Sa.

BRACES

AND

BELTS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 10th November, 1911.

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Sole Representative for Hongkong and South China
Hugo C.A. Fromm, Hongkong.

Hongkong, 10th November, 1911.

COMMERCIAL

EXCHANGE
CLOSING QUOTATIONS.

November 15th.

| | |
|------------------------------------|---------|
| ON LONDON | 1/10 |
| Telegraphic Transfer | 1/10 |
| Bank Bills, on demand | 1/10 |
| Bank Bills, at 30 days' sight | 1/10 |
| Bank Bills, at 4 months' sight | 1/10 |
| Credits, at 4 months' sight | 1/10 |
| Documentary Bills, 4 months' sight | 1/10 |
| ON PARIS | — |
| Bank Bills, on demand | 235 |
| Credits, at 4 months' sight | 239 |
| ON GERMANY | — |
| On demand | 191 |
| ON NEW YORK | — |
| Bank Bills, on demand | 453 |
| Credits, at 60 days' sight | 461 |
| ON BOMBAY | — |
| Telegraphic Transfer | 139 |
| Bank, on demand | 139 |
| ON CALCUTTA | — |
| Telegraphic Transfer | 139 |
| Bank, on demand | 139 |
| ON SHANGHAI | — |
| Bank, at sight | 754 |
| Private, 30 days' sight | 76 |
| ON YOKOHAMA | — |
| On demand | 904 |
| ON MANILA | — |
| On demand | 91 |
| ON SINGAPORE | — |
| On demand | 792 |
| ON BATAVIA | — |
| On demand | 113 |
| ON HAIKONG | — |
| On demand | 113 |
| ON SAIGON | — |
| On demand | 2 |
| ON BANGKOK | — |
| On demand | 32 |
| SOVEREIGNS, Bank's Buying Rate | \$10.65 |
| GOLD LEAF, 100 fine, per tael | \$56.23 |
| BAR SILVER, per oz. | 254 |

| | |
|------------------|----------------------|
| SUBSIDARY COINS. | |
| per cent | |
| Chinese | 20 cents pieces |
| Chinese | 10 " " 5.39 discount |
| Chinese | 10 " " 5.80 |
| Hongkong | 20 " " 5.14 |
| Hongkong | 10 " " 5.36 |

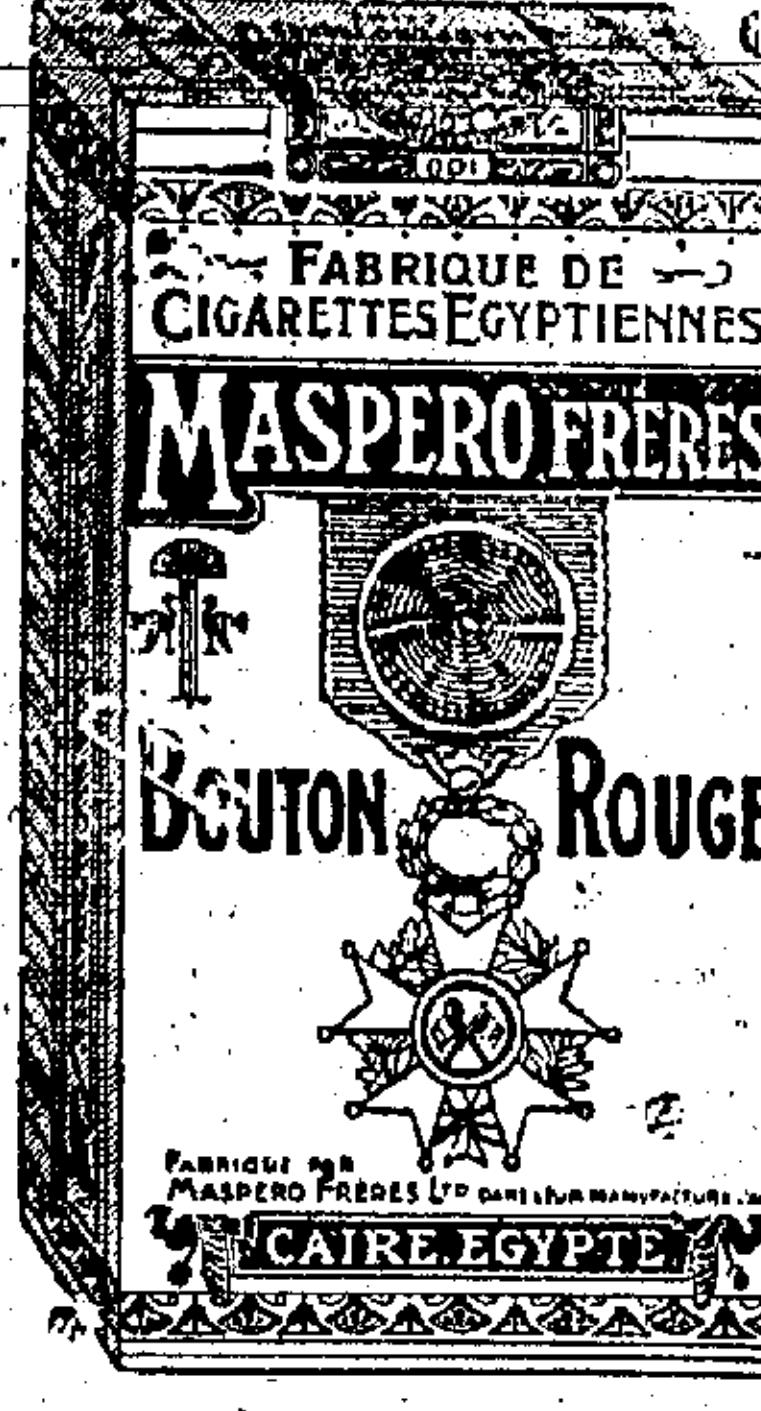
SHARE LIST—QUOTATIONS. HONGKONG, NOVEMBER 14TH, 1911.

| STOCKS. | NO. OF SHARES. | VALVE. | PAID UP. | CLOSING QUOTATIONS CASH. |
|--|-------------------|----------|------------------|--------------------------------|
| BANKS.— | | | | |
| Hongkong & Shanghai Bank Corporation | 120,000 | \$125 | all | \$875, sellers |
| China Borneo Company, Limited | 60,000 | \$12 | all | \$103, sellers |
| China Light and Power Company, Limited | 50,000 | \$5 | all | \$1.30 |
| China Provident, Loan & Mortgage Co., Ltd. | 200,000 | \$10 | all | \$83, buyers |
| COTTON MILLS.— | | | | |
| Ewo Cotton Spinning & Weaving Co., Ltd. | 20,000 | Tls. 50 | all | Tls. 95 |
| Hongkong Cotton Spinning Co., Ltd. | 125,000 | \$10 | all | \$4.85 |
| International Cotton Manufacturing Co., Ltd. | 10,000 | Tls. 75 | all | Tls. 51 |
| Laon-Kung-Mow C. Spin & Wear Co., Ltd. | 8,000 | Tls. 100 | all | Tls. 70 |
| Soy Chee Cotton Spinning Co., Limited | 20,000 | Tls. 50 | all | Tls. 30 |
| Dairy Farm Company, Limited | 40,000 | \$72 | all | \$21 |
| DOCKS AND WHARFS.— | | | | |
| H'kong & Kowloon Wharf & G. Co., Ltd. | 60,000 | \$50 | all | \$49 |
| Hongkong and Whampoa Dock Co., Ltd. | 50,000 | \$52 | all | \$482, sellers |
| New Amoy Dock Co., Limited | 10,000 | \$63 | all | \$6 |
| Shanghai Dock and Engineering Co., Ltd. | 55,700 | Tls. 100 | all | Tls. 59 |
| Shanghai and Hongkong Wharf Co., Ltd. | 56,000 | Tls. 100 | all | Tls. 91 |
| Green Island Cement Co., Limited | 400,000 | \$10 | all | \$3.85 |
| Hongkong and China Gas Co., Limited | 7,000 | \$10 | all | \$200 |
| Hongkong Electric Co., Limited | 60,000 | \$10 | all | \$223, sellers |
| Hongkong Hotel Company, Limited | 12,000 | \$50 | all | \$119 |
| Mauna Metropole Hotel Limited | 8,000 | Rs. 10 | all | \$75 |
| Hongkong Ice Company, Limited | 50,000 | \$25 | all | \$10 |
| Hongkong Rope Manufacturing Co., Limited | 60,000 | \$10 | all | \$180, sales |
| H'kong & South China Steam Fisheries Co., Ltd. | 15,000 | \$10 | all | \$18 |
| INSURANCES.— | | | | |
| Canton Insurance Office Co., Limited | 10,000 | \$250 | all | \$200, sellers |
| China Fire Insured Co., Limited | 20,000 | \$100 | all | \$212 |
| China Traders Insurance Co., Limited | 24,000 | \$33.75 | all | \$25 |
| Hongkong Fire Insurance Co., Limited | 6,000 | \$250 | all | \$355, sellers |
| North-China Insurance Co., Limited | 10,000 | \$15 | all | Tls. 160 |
| Union Insurance Society, Limited | 12,400 | \$250 | all | \$840 |
| Yangtze Insurance Association, Limited | 12,000 | \$100 | all | \$220, @ Es. 73 |
| LANDS AND BUILDINGS.— | | | | |
| Hongkong Land Invest. Agency Co., Ltd. | 50,000 | \$100 | all | \$1042 |
| Humphreys' Estate and Finance Co., Ltd. | 150,000 | \$10 | all | \$71, sales & sel. |
| Kowloon Land and Building Co., Ltd. | 6,000 | \$50 | all | \$223, buyers |
| Shanghai Land Investment Co., Limited | 78,000 | Tls. 50 | all | Tls. 97 |
| West Point Building Co., Limited | 12,500 | \$50 | all | \$2472, buyers |
| Meatschappi tot Mijn, Bosch-an | 25,000 | Gds. 10 | all | Tls. 67, sellers |
| Mining.— | | | | |
| Société Française des Charb'ges du Tonkin | 16,000 | Rs. 250 | all | \$700, |
| Reub Australian Gold Mining Co., Ltd. | 200,000 | \$1 | all | \$24, sellers |
| Peak Tramways Co., Limited | 25,000 | \$10 | all | \$113 |
| Philippine Co., Limited | 50,000 | \$10 | all | \$110, buyers |
| 75,000 | \$10 | all | all | \$5, buyers |
| REFINERIES.— | | | | |
| China Sugar Refining Co., Limited | 20,000 | \$100 | all | \$118, sellers |
| Luzon Sugar Refining Co., Limited | 7,000 | \$100 | all | \$30 |
| STEAMSHIP COMPANIES.— | | | | |
| China and Manilla Steamship Co., Ltd. | 30,000 | \$25 | all | \$111, sellers |
| Douglas Steamship Co., Limited | 20,000 | \$25 | all | \$263, buyers |
| Hongkong, Canton & Macao S.E. Co., Ltd. | 80,000 | \$15 | all | \$263, buyers |
| Indo-China Steam Navigation Co., Ltd. | 60,000 | prof. | 25 | all |
| Shell Transport & Trading Co., Limited | 60,000 | def. | 25 | all |
| Star Ferry Company, Limited | 2,500,000 | \$1 | all | 85/5, buyers |
| South China Morning Post, Limited | 10,000 | \$10 | all | \$27, buyers |
| Steam Laundry Company, Limited | 6,000 | \$10 | all | \$17 |
| STORES AND DISPENSARIES.— | | | | |
| Campbell, Moore & Co., Limited | 1,200 | \$10 | all | \$12, buyers |
| Wm. Powell, Limited | 15,000 | \$7 | all | \$24, buyers |
| Watkins, Limited | 10,000 | \$10 | all | \$23 |
| A. S. Watson & Co., Limited | 90,000 | \$10 | all | \$54 |
| Weissman, Limited | 3,000 | \$10 | all | \$15, buyers |
| H. Price & Co., Ltd. | 15,000 | \$10 | all | \$12, buyers |
| United Asbestos Oriental Agency, Limited | 9,900 | ordy. | \$10 | \$10. |
| Union Waterboat Co., Limited | 100 fenders | \$10 | all | \$300. |
| UNION RUBBER CO., LIMITED | 50,000 | \$10 | all | \$7.60, sales |
| RUBBER.— | | | | |
| Para Rubber in London | | | 4/5 done per lb. | |
| LEADS. | | | Interest | |
| Chinese Imperial 1886 | Rs. 767,200 | Tls. 250 | 7% p. annum | Par. |
| | | | | VERNON & SYMTH, Share-Brokers. |

BEAUTY IS ONLY ONE OF ITS MANY MERITS.
HALL'S SANITARY WASHABLE DISTEMPER
HAS THESE GREAT ADVANTAGES IN ADDITION:
It is made in a wide range of 70 colours, including rich dark as well as light shades.
It contains no lead, therefore ceilings coated with white or tinted Hall's Distemper do not turn black with sulphur.
It sets the hardest of any article yet offered, and neither cracks, blisters, nor peels off.
It is washable three weeks after being applied.
It is a strong disinfectant and should be used in all fever or infectious cases as recommended by the medical faculty.
It is non-poisonous and clean in working.
It can be guaranteed to contain half per cent. of creosol acid, if desired.
SIR CHARLES CAMERON, Professor of Chemistry and Hygiene, C.S.C.B., without injuring it. I hope that the demand for Hall's Sanitary Washable Distemper may be equal to its undoubted merits."

WILLIAM C. JACK & CO., LTD.
14, DE VILLE ROAD, CENTRAL, HONGKONG.

THE CIGARETTES OF DISTINCTION
Bouton Rouge
and **Felucca**



A LUXURY TO
THE MAN
OF TASTE

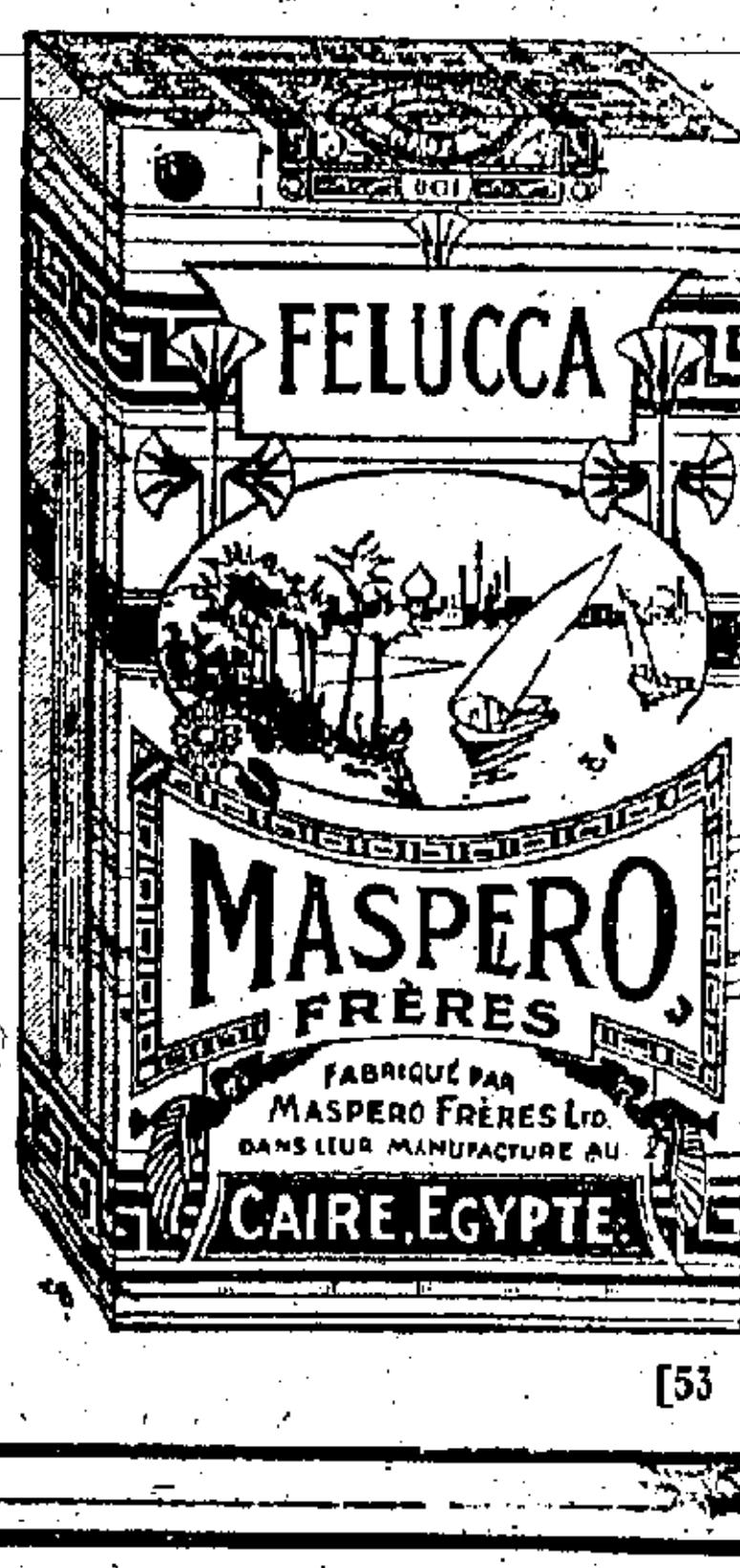
IN 50's & 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80

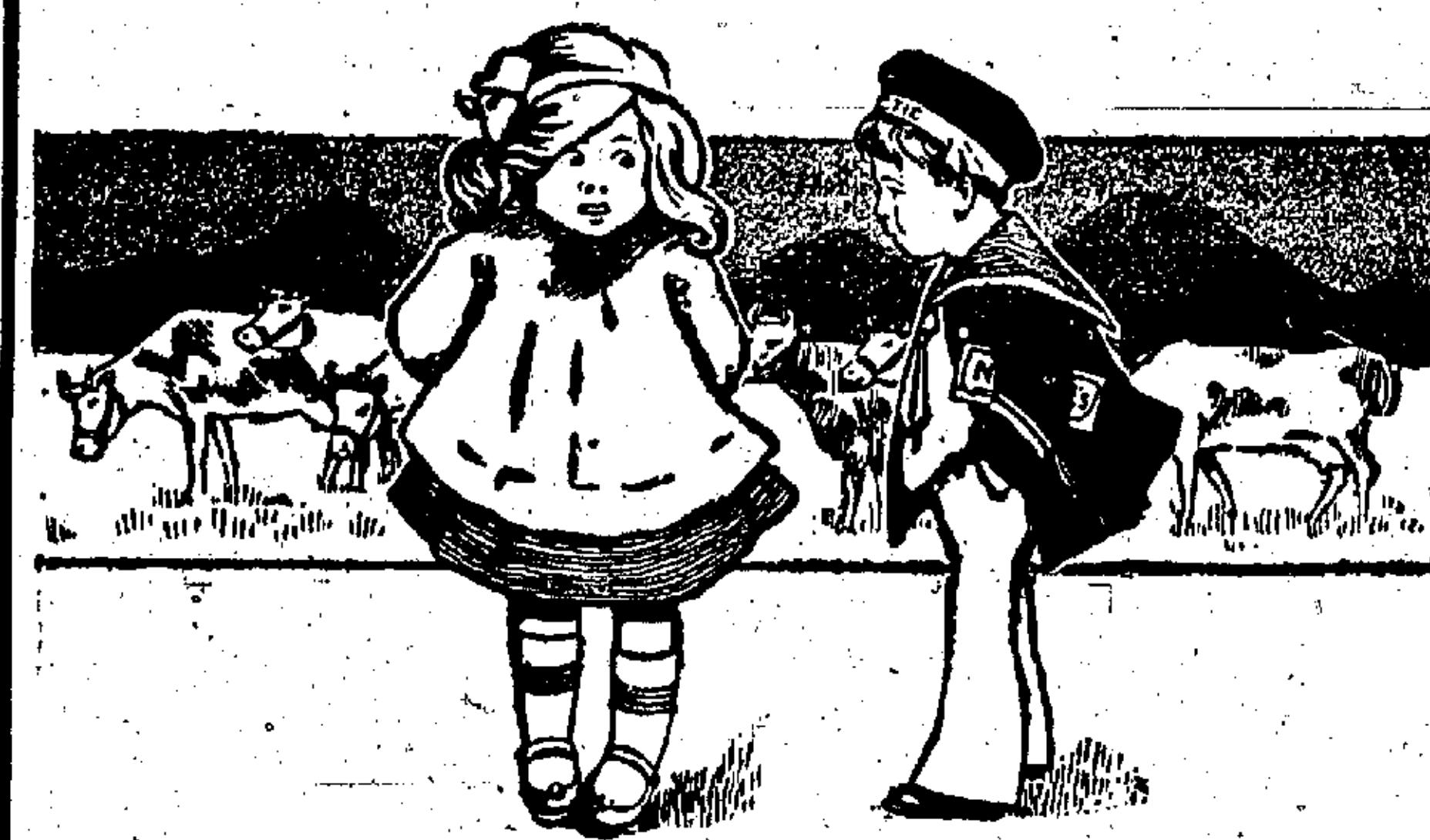
PER 100

FROM ALL TOBACCONISTS.



PETER'S
THE ORIGINAL

MILK-CHOCOLATE



He: "Have you ever seen anyone milk cows?"
She: "No, but I've seen Peter's Milk Chocolate."

[32-1]

"Worth having"

THE BEST SCOTCH
Perfection WHISKY

H. PRICE & CO., LTD.,
WINE MERCHANTS, 12, QUEENS ROAD CENTRAL.

PROPRIETORS,

D. & J. Mc CALLUM, EDINBURGH.

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MAILS VIA SIBERIA.

London Date